

THE CONSORTIUM

Hosted by the Equation Group

EQUATION GROUP - INITIAL STATEMENT

January 27, 2026

We are intelligence contractors. Former NSA, CIA, GCHQ. We penetrate airgapped systems.

In 2013, we were tasked with hacking the Senate Armed Services Committee. We found testimonies about CARDINAL-PHOENIX buried in isolated systems.

In 2024, we obtained ASTRA's complete blackmail archive from 2008.

But something was wrong with the documents.

The four physicists—Dyson, Penrose, Cohen-Tannoudji, Ramsey—they were too careful. Too precise. Physicists don't make errors. Especially not these four.

We noticed patterns. The number 137 appeared exactly 137 times across their reports. Timestamps that shouldn't match do match. "Corrupted" data with too much structure. Isotope ratios that are "impossible" but map to star catalogs. Decoherence measurements that pulse like transmissions.

They encoded something.

They signed NDAs in January 1999 under threat of life imprisonment. But they had one week before signing. Physicists think in numbers. In that week, they hid everything in their reports.

We're releasing ASTRA's archive unmodified. But we're also releasing the technical appendices—the documents the physicists created. The ones with the patterns.

If you're a physicist, you'll see it. If you're not, you'll see a story about the most important cover-up in history.

Either way, you'll want to find Daniel Kessler.

He has the footage. He has the proof.

And he's been waiting for someone smart enough to find him.

The number is 137.

Start there.

CLASSIFIED MATERIALS / CARDINAL-PHOENIX PROGRAM / 2008-2025

CONSORTIUM-CARDINAL PROGRAM / 1986-ASTRA'S ARREST, 2008

In 2013, CIA Director John Brennan tasked the Equation Group with the illegal hacking of the Senate Armed Services Committee, searching for whistleblower testimony about black sites and torture programs (he got caught and admitted to it).

Equation Group found what he was looking for. And with it, something much bigger.

Buried in airgapped files were dozens of classified testimonies about multi-year investigations into programs codenamed "Cardinal," and an aerospace partnership called "the Consortium." Among them, FBI whistleblower testimony about ASTRA and an infamous blackmail letter.

Which had only been legend till now.

In 2008, a Greek hacker called ASTRA was arrested for stealing €400 million in aerospace technology from French firm Dassault Aviation. Strangely, the American FBI led an international manhunt. His real name was sealed and he received a six-year sentence. All facts.

But intelligence sources have always said he never served time. Sources say the Americans gave him a comfortable salary and a new life on the Greek island of Crete.

Why? Because ASTRA had stolen documents about the Consortium and "Cardinal," that he then used to blackmail the US Government.

The Equation Group began their own investigation. In 2024, through methods and sources we will reveal for a price, Equation Group obtained ASTRA's complete blackmail archive—everything he threatened the Americans with in 2008.

But that's not all we have.

In January 2026, the Equation Group received an encrypted communication from a very prominent American political figure—someone with the power to access intelligence at the highest levels. The message contained additional documents that ASTRA never had. Documents about what happened AFTER 2008. Current operations. Active programs. Names of people still involved.

We are still curating these materials. Some are too sensitive to release immediately. Some require verification. Some put lives at risk if published carelessly.

But we will publish them. All of them. In time.

For now, we're releasing what ASTRA had—his original blackmail archive from 2008. Eight sections. Complete. Everything he threatened the Americans with.

ASTRA knew they were closing in, so he began sending the blackmail letter before he was arrested.

He sent this archive in sections; one section with a narrative and reams of documents for each evolution of this partnership. One section, sent from a Tor email address on a time switch, every two days. He was arrested after Section 6, only to have the American's receive the last two sections while he was sitting in an Athens jail cell.

The threat; let me live well or this whole thing goes to a list of journalists around the world on a dead man's switch.

It's brilliant; a complete anthology of their existence. Stolen while he sold 3D printing and design software for the Rafale fighter jet to the Chinese.

Equation Group wrote a short summary of each section in case you don't want to read; if you do, or see some of the media ASTRA stole, then you will have to pay.

In fact, we intend on making the Consortium pay. We know everything.

As the Joker said, "if you do something well, don't do it for free."

ASTRA included reams of documents, videos, radio traffic recordings, and images, for each section, 47 terabytes worth. Equation Group curated this so the reader can get the picture.

The additional materials we received in January 2026? Those reveal even more. And we'll be publishing them soon.

Stay tuned.

Section 1: The Consortium Formation (1987-1989)

ASTRA starts at the beginning, which means he worked really hard to put the pieces together. His first section started in November 1987 when the partnership was forming.

Eight companies—Lockheed Martin, Boeing, Dassault Aviation, BAE Systems, Raytheon, Litton, Hughes, Pratt & Whitney—are told they're sitting on technology worth \$64 billion. Build planes that fly from Paris to New York in forty five minutes. Revolutionary. Rule the world.

Lockheed already had one nearly built for another program. They knew the technology was there, they needed advanced R&D. They pool nearly a billion dollars. The American military provides seed money, technology transfer of three "airframes," secret facilities, test ranges, refueling infrastructure.

The deal: if it works, the military classifies it. Serge Dassault from France writes in his contract margin: "The Americans need us, we get in now for commercial and national security reasons."

Poor dumb fucker.

Did the Consortium really think that if they cornered hypersonic air travel the Americans would let them sell it to airlines? It sounds stupid.

Seven years later, the Americans invoke Article 8.4 and lock out the Europeans. The majority vote to suppress access. Trust between corporations and nations begins to fracture.

But it wasn't a disagreement over aircraft engines like they claim; it was a disagreement over the most valuable Intellectual Property in memory.

Equation Group finds itself astonished that anybody still thinks any of this is a secret. ASTRA's blackmail letter clearly indicates those greedy pricks on Wallstreet knew about the Consortium.

ASTRA Section 1 Narrative — Vetting - Coming Soon

Available Documents - Section 1

Document	Date	Description	Price	Link
KPMG Market Analysis	Nov 17, 1987	\$64B hypersonic demand projection - Complete 47-page analysis	\$1.00	Vetting - Coming Soon
Consortium Formation Agreement	Jan 12, 1989	Luxembourg signing - Serge's annotated copy with margin notes	\$1.00	Vetting - Coming Soon
Initial Investment Records	1989-1990	\$740-880M capital commitments - Complete financial documentation	\$1.00	Vetting - Coming Soon
DARPA MOU COPPER CANYON Transfer	1987	Defense Advanced Research Projects Agency memorandum of understanding - COPPER CANYON program transfer documentation	\$1.00	BUY

COMPLETE SECTION 1 ARCHIVE - COMING SOON

Full archive available as documents clear vetting process

Section 2: The Planes & Flight Tests (1990-1992)

ASTRA knows he is on to something. He starts investigating outside of Dassault's files to corroborate what he is finding.

In 1992 you started flying these things. They are fast. 4,500 miles per hour. 18 miles high. You fly them over the Pacific and Atlantic, shattering windows in California and Scotland.

ASTRA tracked down the press reports. The flights are on a schedule, and you gleefully created "sky quakes" over Los Angeles. You weren't trying to hide.

The press reported extensively. The LA Times: "Mystery Sonic Booms." You weren't hiding them. "Midnight Visitors make a Roar" in The Times of UK. You weren't hiding any of this.

We have the pictures ASTRA included, and the "Test Articles" were unusual looking, and as a British government report stated "from certain angles they could appear like saucers."

The planes are black and look like UFOs. Make an incredible, "freight train" sound. Impossible speeds. No conventional contrails. You assholes created our first UAP's.

What an exquisite beginning to a massive disinformation campaign—one that would be conducted worldwide, meticulously, systematically, to this very day.

Build aircraft to develop and test systems for otherworldly speed, and coincidentally they look otherworldly. Let people see them. Let people report them. Deny everything. The conspiracy grows organically, feeding on itself.

ASTRA included outside supporting documents.

In 1996, the British government publishes a UFO report. Lists the SR-71 spy plane. Lists the U-2 reconnaissance aircraft. Then two entries: [REDACTED]. Two photographs: [REDACTED]. ASTRA found the redacted sections that reference "a ultra high-speed test aircraft of American and allied origin."

Even allied governments aren't allowed to publicly acknowledge what's flying in their airspace-and who owns it.

ASTRA Section 2 Narrative — Vetting - Coming Soon

Available Documents - Section 2

Document	Date	Description	Price	Link
LA Times: Mystery Sonic Booms	July 15, 1992	First public coverage of CARDINAL test flights	FREE	Vetting - Coming Soon
CARDINAL-01 Flight Report	July 14, 1992	Captain Morrison - First Mach 6.2 flight, 93,300 feet	\$1.00	Vetting - Coming

				Soon
US Patent #5,779,189	July 14, 1998	High-Bypass Scramjet Integration - Classified 1992-1998	FREE	Vetting - Coming Soon
Project Condign Redacted Pages	2000 (released 2006)	UK MOD Volume 2 - SR-71, U-2, and [REDACTED] third aircraft	\$1.00	Vetting - Coming Soon
Edwards AFB Flight Log Redacted	1991-1993	Declassified flight operations log - CARDINAL program test range activity, redacted per EO 13526	\$1.00	BUY
CARDINAL-1 Technical Specifications	1990	Original airframe and propulsion specifications - Lockheed Advanced Development Programs	\$1.00	BUY
Ashland Oil Hypersonic Fuel Contract	1989	Classified fuel supply agreement - Hypersonic propulsion program requirements	\$1.00	BUY
Joshua Control Air Traffic Recording Transcript	1992-1993	Air traffic control transcripts - CARDINAL test flights, Joshua Approach Control	\$1.00	BUY

COMPLETE SECTION 2 ARCHIVE - COMING SOON

Full archive available as documents clear vetting process

Section 3: First Contact - The Gyroscopes (1993)

March 17, 1993. This is when things started to change.

The first time it happened, Captain James Morrison was flying CARDINAL-01, Mach 5.2 at 94,000 feet. He has three windows to his cockpit. Among Cardinal's technological advances was its ability to handle extreme heat, and the design of the plane was intrinsic to this requirement. He could see directly in front, and he had two small windows to his sides.

He was flying faster and higher than anything before him. Cardinal was the fastest "Air breathing flying machine in history" and it was the lament of its pilots that they would not garner any fame from the speed and altitude records they were setting nearly every time they flew.

He later told a flight surgeon that "a spinning top, like a dreidel with two fine points, descended from above and settled right in next to me like he was my wingman. I was flying nearly four thousand miles an hour, and it had no exhaust, no engines, no wings, no cockpit, no nothing. But it rotated, like a gyroscope, and it just cruised off my wing, about a thousand meters, for over a minute."

He asked over the radio "do you have anything tracking me?" Which ground radar did not.

This began to happen regularly, always off the coast of California. Pilots initially were sheepish, until they began talking to one another. The crafts could change direction without inertia, behaving "like smart magnates, as though they are di-poles bouncing off a repellent force."

There was no doubt, even if radar did not track these "gyroscopes," the pilots were seeing them with their own eyes.

The Consortium accuses the pilots of hallucinations. They postulate that it is the revolutionary engines that create an intense pulsing shock wave that is damaging the pilots brains.

Then, it happened. One of the pilots went too far. He made first contact.

October 28, 1993. Lieutenant Commander Robert Walshe, flying the Pacific Range, sees his "wingman" appear at his three o'clock. He was approaching the coast, decelerating when he noticed that as he changed his pitch and yaw to slow the plane the gyroscope "would alter its pitch in concert."

He dips his wings. The object responds. Although wingless it changes its orientation. He dips left. It dips left. She adjusts pitch. It adjusts pitch.

Walshe was adamant in his post-flight report: "These objects possess intelligence. They understand human flight behavior. They recognized my signals as communication attempts and responded in kind."

The Consortium cries "hallucination." Walshe is examined by top neurologists, Astra found the physician reports. MRI's detect swelling in the brain, as though Walshe had suffered "a series of small concussions."

They called them crazy.

But leave it to the French to screw up a perfectly good explanation; Dassault, which made the flight management systems claimed that such massive pulsing vibration would have altered their on-board gyroscopes, the very things they were using to keep the plane flying right.

Dassault called bullshit. The Consortium starts to fight amongst themselves; not over money, but over the most serious issue facing man.

Lockheed internal memo (November 1993): "If objects demonstrate intelligence and respond to communication, consortium faces unprecedented liability and disclosure obligations."

Boeing legal analysis (December 1993): "First contact scenario triggers questions: Report to US government? Which agency? What are shareholder disclosure requirements? Fiduciary responsibilities?"

Serge Dassault private correspondence (January 1994): "I am Catholic. If we have made contact with non-human intelligence, does the Church not have a right to know? Does the Pope not deserve this information? How do eight aerospace executives decide humanity's relationship with another species?"

Raytheon board minutes (February 1994): "Consortium members disagree on a fundamental question: Are we defense contractors who discovered something, or are we now custodians of the most important discovery in human history?"

Fourteen documented encounters. June 1991 through August 1994. All above 65,000 feet. All identical characteristics.

September 26, 1994. Boscombe Down. One object strikes aircraft. Kills pilot. Debate ends.

Internal Lockheed assessment (classified, obtained by ASTRA): "Objects real. Physical. Technology unknown. Recommend classification CARDINAL-PHOENIX. Limit information to American partners only."

This is when shit got gnarly.

ASTRA Section 3 Narrative — Vetting - Coming Soon

Available Documents - Section 3

Document	Date	Description	Price	Link
Morrison Pilot Report	March 17, 1993	"Three objects. Formation flight. Apparent communication via wing dips."	\$1.00	Vetting - Coming Soon
Rodriguez Encounter Report	Oct 28, 1993	"Objects demonstrated clear response to visual communication attempts."	\$1.00	Vetting - Coming Soon
Lockheed Hallucination Memo	March 8, 1993	"Pilot reports represent hallucinations induced by Dassault engine effects."	\$1.00	Vetting - Coming Soon
Dassault Internal Rebuttal	March 15, 1993	Serge: "The Americans are lying. They're blaming our engines to steal designs."	\$1.00	Vetting - Coming Soon

COMPLETE SECTION 3 ARCHIVE - COMING SOON

Full archive available as documents clear vetting process

Section 4: Boscombe Down (September 1994)

September 26, 1994. A British pilot flies one of these aircraft from California to England. Over 5,000 miles, and now things start getting scary.

Over Nevada a gyroscope joins him and accompanies him for the entire journey. His cruising altitude was in the low ninety thousand foot range, but he had to descend twice to refuel.

And the gyroscope went with him. Oh, Astra found the documents. The US Air Force 418th refueling wing, they were the guys who got the pictures, it was their radio traffic that you had to scramble to suppress.

Air Force tanker crews photograph it during refueling operations. Radio chatter describes it as "a giant dreidel," "a spinning top," "maybe forty feet across, black, rotating like a gyroscope."

For the entire flight—three hours and six minutes—one of the objects flies alongside him. 500 meters off his left wing. Nevada, across the Rockies, over the Atlantic, all the way to British airspace. It never leaves.

Then something happens that's never happened before. As the pilot starts descending to land, the object descends with him. Through 90,000 feet... 80,000... 70,000...at 65,000 feet, the object moves directly behind the aircraft. Then it makes contact with the engine. The pilots lovingly refer to Cardinal as "big ass" for its enormous exhaust vents situated under its rounded tail. Half a second it seems to stick the plane.

The temperature inside the engine spikes from 1,200 degrees to 2,400 degrees in one second. Both engines fail. The pilot shuts everything down and glides the plane—powerless—from 50,000 feet down to an emergency landing.

The object follows him all the way down to 10,000 feet. Watching.

The landing gear collapses on impact. The aircraft is destroyed. Squadron Leader Jonathan Price—42 years old, husband, father of two daughters—dies from his injuries.

His family is told: "Nosewheel malfunction during takeoff attempt."

Flight data proves this is a lie. He never attempted takeoff from Boscombe Down. He crash-landed after flying across the Atlantic Ocean with one of these things escorting him the entire way, then watching it deliberately disable his engines.

His wife Sarah died in 2003, still believing her husband died from equipment failure. His daughters still don't know what happened to their father.

Three days later: Emergency consortium board meeting. Vote 5-1-3 for investigation. Nobody trusts anyone. Dassault threatens litigation. BAE demands answers. Lockheed's "hallucination theory" just killed a British pilot.

They decided to keep flying, much more limited in frequency.

November 3, 1994. Lockheed hires Daniel Kessler. Legal department. Documentation specialist. Actual assignment: Prepare for what comes next. \$1.05 million in recording equipment ordered. Site 7 construction begins.

If something bigger was coming, they wanted to be ready.

Something bigger came.

ASTRA Section 4 Narrative — Vetting - Coming Soon

Available Documents - Section 4

Document	Date	Description	Price	Link
The Times: Boscombe Down Crash	Sept 27, 1994	"Experimental Aircraft Crashes at RAF Base" - British press coverage	FREE	Vetting - Coming Soon
Squadron Leader Price Debriefing	Sept 26, 1994	Complete pilot testimony - "The object knew exactly where to strike" - 34 pages	\$1.00	Vetting - Coming Soon
BAE Systems Memo to Consortium	Oct 4, 1994	"Objects are REAL. Objects are PHYSICAL. Lockheed owes Dassault an apology."	\$1.00	Vetting - Coming Soon
Kessler Employment Contract	Nov 15, 1994	\$250K salary, CARDINAL-PHOENIX clearance, "documentation specialist"	\$1.00	Vetting - Coming Soon

COMPLETE SECTION 4 ARCHIVE - COMING SOON

Full archive available as documents clear vetting process

Section 5: March 17, 1995 - The Incident

March 17, 1995. Everything is ready. Cameras rolling. Sensors active. Daniel Kessler positioned with documentation equipment to record whatever happens next.

The pilot—Commander Sarah Mitchell, Navy test pilot with 14 years experience—flies CARDINAL-03. Experimental materials. Different composite construction than previous aircraft.

Pilots had been reporting strange behavior. The objects acted like "smart magnets." During turns, they would bounce off invisible fields around the aircraft. But lately, they were getting closer. Some pilots reported impacts that felt like magnetic snaps—quick attraction and release.

Mitchell reaches the highest altitude and fastest speed any human has ever flown in an air-breathing aircraft. Then seven objects appear.

They form a diamond pattern around her plane with her in the center. They stay for fourteen minutes. The cameras capture everything.

Mitchell performed some of the greatest flying in history. Keeping her craft stable while the gyroscopes buffeted her with unknown forces. We have the radio transmissions. The video. The sounds as she coldly interpreted this incredible communication between flying intelligences.

Then one object accelerates toward her aircraft. She initiates a high-speed turn to evade. But the object doesn't bounce away like before. It accelerates toward her plane like it's being pulled by a magnet. Impact.

Her last words on the voice recorder: "It's stuck to me— it's not letting go— we're going down together—"

Both the aircraft and the object enter an uncontrolled spin. Falling. Tumbling. Still connected. Both breaking apart from the forces. Pieces separate at 85,000 feet. Major sections stay magnetically bound until 40,000 feet.

They crash together on public land in eastern California. Unincorporated. Uninhabited. Nobody owns it.

This would prove to be a crucial legal point.

Private consortium recovery teams arrive in 19 minutes. No government assistance. No military involvement. Private contractors, private equipment, private land.

Another crucial legal point. They spend six weeks collecting wreckage. Not just the aircraft. The other object too. Both objects retrieved. Mitchell's body recovered.

Her husband—a Navy officer—is told his wife died in a test flight accident. Mechanical failure. He's offered a settlement. But he asks questions.

Turns out Mitchell had broken classifications and told her husband everything. About the planes. About the gyroscopes. About what they were really doing out there.

Her husband is threatened. Accept the settlement or lose his security clearance, his wife's pension, the insurance payouts. Their two children will grow up never knowing what really happened to their mother. They will never know their mother is one of humanity's greatest heroes—far eclipsing Neil Armstrong, Christopher Columbus, or Galileo.

Seventeen hours after her death: emergency board meeting. Vote 6-3. Complete classification. Create CARDINAL-PHOENIX. Classify everything about Commander Mitchell's death. Her flight data. What she encountered. What crashed with her. What they found in the wreckage.

Six weeks of recovery operations. Then it's gone. Transported to an undisclosed facility. Studied. Analyzed. Hidden.

This is when everything changes.

ASTRA Section 5 Narrative — Vetting - Coming Soon

Available Documents - Section 5

Document	Date	Description	Price	Link
Commander Mitchell Debriefing	March 17, 1995	"They're flying my aircraft" - Complete 41-page testimony	\$1.00	Vetting - Coming Soon
Emergency Board Meeting Transcript	March 17- 18, 1995	Complete 127-page transcript - The 6-3 vote for suppression	\$1.00	Vetting - Coming Soon
Serge Dassault Statement	March 18, 1995	"The world deserves to know" - His NO vote explanation	\$1.00	Vetting - Coming Soon
CARDINAL-PHOENIX Classification Order	March 18, 1995	Official creation of special access program - Suppression formalized	\$1.00	Vetting - Coming Soon

COMPLETE SECTION 5 ARCHIVE - COMING SOON

Full archive available as documents clear vetting process

Section 6: PHOENIX Program (1995-1997)

This is when everybody loses their minds, including Astra.

May 1995. The consortium creates CARDINAL-PHOENIX. New classification level. New security protocols. New facility.

Site 7. Location classified. Somewhere near Los Angeles, we know where. Isolated. Secure. Purpose: Analysis of recovered materials from the March 17 crash - what became known as the Mitchell Incident.

But, the Consortium, mainly the American's, have a whole new set of problems. How do they keep this secret, while studying it and trying to build their own.

This is when the Consortium gets a new member; SAIC joins the party. SAIC is American intelligence's left hand of darkness. When the US government farms out black hatting, it's to these boneheads. Some of us have worked for them. Astra believed that SAIC was already in the know about the gyroscopes, for the company published a paper for the Air Force about electromagnetic lift and propulsion. "Conversion between electromagnetic and inertial momentum." The very thing the gyroscopes seem to fly by.

But how to do this? Only one way; create a totally insulated program within the US Defense Budget that was beholden to nobody. How to do It? Create your own intelligence arm, pay off the people you can and scare the pants off the people you can't.

Basically, this is when the Consortium became a state within a state. It has no name, it has no identifiable infrastructure, and it has no identifiable employees. But it exists, and it lies.

The budget for fiscal year 1996-7, 340 million hidden and spread across seventeen classified defense programs.

This is when the greatest conspiracy in history began. When a small group of people decided that what they knew, and possessed, was too important for anybody, including Senators and Presidents and the public, to know.

And too important for the Europeans. BAE and Dassault, upon learning that CARDINAL 3 had crashed and upon receiving communications from Lockheed that CARDINAL would now cease operations, became suspicious.

June 1997. Dassault finally learns from French Intelligence, that has now commenced a program of spying on American Aerospace firms, that the American's collected a gyroscope. Dassault sends final warning. Demands access to PHOENIX data under Article 6.2 of original consortium agreement. "Our engineers contributed to this project. We have contractual rights to analysis results."

Consortium response: Majority vote denies access. Article 8.4 supersedes Article 6.2. Vote: 6-3.

Serge Dassault's handwritten note on denial letter: "The Americans never needed us. They needed our money."

But the French and the British would not go away quietly. They sent people to Los Angeles, they sent physicists.

What we would think is the greatest scientific discovery of all time, a crashed flying machine from somewhere other than earth was quickly eclipsed by a much larger discovery. One that the greatest minds in the world would make when they were finally engaged to analyze the gyroscope. One that would render their life's work inert, if not a waste.

One that they could never tell anyone.

They discovered a number.

ASTRA Section 6 Narrative — Vetting - Coming Soon

Available Documents - Section 6

Document	Date	Description	Price	Link
PHOENIX Oversight Committee Charter	April 1995	Formation of shadow governance - "Independent of military command"	\$1.00	Vetting - Coming Soon
PHOENIX Budget Structure	May 1995	\$340M hidden across 17 line items - Below Congressional thresholds	\$1.00	Vetting - Coming Soon
UK-US Intelligence Agreement	July 1995	Project Condign becomes PHOENIX UK operations - Classified cooperation	\$1.00	Vetting - Coming Soon

COMPLETE SECTION 6 ARCHIVE - COMING SOON

Full archive available as documents clear vetting process

Section 7: The Number (1997-1999)

[EQUATION GROUP INTRODUCTION]

In January 1999, four physicists presented their findings to the CARDINAL-PHOENIX Consortium.

They told the Consortium they'd solved it.

They had.

Mostly.

What they reported is encoded in the documents you're reading. The technical appendices ASTRA stole in 2008. The reports the physicists submitted before signing their NDAs and leaving Site 7 forever.

Everything is there. How it works. Where it came from. How old it is. What it's doing here.

But you have to find it.

They encoded their discoveries using the fine-structure constant— α , approximately $1/137$ —as the cipher key. The number is everywhere in their reports. Deliberately. Obsessively. Exactly 137 times in Section 7 alone.

That's not coincidence.

That's a signal.

If you decode what they hid, you'll discover:

- The propulsion mechanism (how it flies)
- The origin location (where it came from)
- The age (how long it's been here)
- The purpose (what it's transmitting)

Real answers. Revolutionary answers.

But here's what you need to know:

There was more.

Something the physicists couldn't explain in 1999. An anomaly in their measurements. A shadow they couldn't see clearly.

They mentioned it to each other. Not to the Consortium.

And after they left Site 7, they kept working on it.

For twenty years.

Until they found it.

What they discovered in those twenty years... that's a different story. A bigger story.

We're still learning it ourselves. Still analyzing the papers they left behind.

That story is coming soon.

But first, you need to solve what they hid in 1999.

Prove you can decode the first secret.

Then we'll tell you about the second.

The Recruitment (August 1997)

By summer 1997, Site 7's engineers had been studying the gyroscope for two years with no answers.

SAIC made a decision: bring in people they couldn't control.

August 12-15, 1997: Four Nobel Prize-winning physicists received identical approaches.

Freeman Dyson (73, Princeton).

Roger Penrose (66, Oxford).

Claude Cohen-Tannoudji (64, Paris).

Norman Ramsey (81, Harvard).

Men in suits. Photographs of something impossible. "We need you in California. Tonight."

All four said yes.

Site 7 (August 18, 1997)

Three hundred feet underground, they saw it for the first time.

Approximately 1.2 meters in diameter. Black. Perfectly smooth. Two pointed ends. No seams. No fasteners.

Rotating slowly in a magnetic containment field.

Ramsey, who built the atomic clocks that define modern timekeeping, asked them to demonstrate the "clock problem."

They placed a cesium atomic clock two meters from the object.

Standard frequency: 9,192,631,770 oscillations per second.

Observed frequency: 9,192,631,543.

The clock was slowing down.

Not mechanically. The fundamental constant governing cesium-133 oscillations was changing.

Dyson recognized it immediately: "It's manipulating alpha."

The fine-structure constant. $\alpha \approx 1/137.036$.

The number that determines how light and matter interact.

And this object was changing it locally.

The Work (September 1997 - December 1998)

Eighteen months. Unlimited access. Unlimited resources.

They mapped everything. Measured everything. Tested everything.

The mechanism. How it created the localized alpha-variant field. How that field redefined inertial properties. How it achieved propulsion without reaction mass.

The age. Quantum decoherence analysis showing approximately 140,000 years of continuous operation.

The origin. Material isotope ratios indicating formation in a stellar environment with specific metallicity. Directional calculations pointing to a region approximately 1,350 light-years away.

The signal. Continuous electromagnetic emissions at 1.37 MHz. Low power. Steady. Like a heartbeat.

By December 1998, they had answers.

But they also had questions.

The Shadow (December 1998)

Late one night, just Ramsey and Dyson in the lab.

Ramsey had been running additional tests. Refining the measurements. And he'd noticed something.

Small frequency variations that didn't match the alpha-manipulation model. Barely detectable. Inconsistent. Like interference from something they couldn't see.

"It's probably instrumental noise," he told Dyson. "But..."

They spent a week trying to explain it.

Equipment calibration. Quantum fluctuations. Electromagnetic interference from the facility's systems.

Nothing fit perfectly.

"It's like we're measuring the shadow of something," Dyson said finally. "But we can't see what's casting it."

They brought Penrose and Cohen-Tannoudji into it. All four spent weeks on the problem.

The anomaly remained. Reproducible but unexplainable.

And they were out of time. Their presentation to the Consortium was scheduled for January.

The Decision (January 12, 1999, 11 PM)

The four of them. Alone. Site 7. Two days before their presentation.

"We have what they asked for," Dyson said. "Alpha manipulation. The mechanism. Age. Origin. Everything verified."

"Except the anomaly," Penrose said.

"We don't understand it yet," Ramsey admitted. "It could be instrument error. Or it could be something."

Silence.

"If we mention an unexplained anomaly," Cohen-Tannoudji said, "they'll keep us here until we solve it. Years more. Under their control."

"And if it's something significant..." Penrose didn't finish.

They understood. Whatever the anomaly was, they needed to study it freely. Without military oversight. Without people who would weaponize mysteries before understanding them.

"So we report what we know," Dyson said. "Everything we've verified. It's revolutionary enough."

"And we encode it," Ramsey added. "They want our findings? They get our findings. But they have to work for them."

Cohen-Tannoudji smiled slightly. "We use 137. The number is everywhere anyway. We make it deliberate. Hide the coordinates in the equations. The timelines in the decay rates. The mechanisms in the field calculations."

"Alpha as cipher," Penrose said. "Appropriate."

"And the anomaly?" Dyson asked.

"We keep working on it," Ramsey said. "After we leave. Privately. If we find the answer, we'll encode that too. Separately. For whoever's ready."

They agreed.

The Consortium would get proof of extraterrestrial technology. Ancient. Functional. From a specific location in space.

Enough to satisfy them.

But the details—the specific coordinates, the precise mechanism, the real timeline—those would be hidden in the mathematics.

And the anomaly... the shadow...

That was theirs to chase.

The Presentation (January 14, 1999)

They presented their findings to the assembled Consortium executives.

Eight aerospace companies. Three government defense departments. SAIC management.

The room was silent as Dyson walked them through the propulsion theory.

Alpha manipulation in a localized field. Redefinition of electromagnetic coupling. Inertial modification without violation of conservation laws.

Penrose showed them the material analysis. Isotopic signatures inconsistent with any solar system formation model they knew. Clear evidence of extraterrestrial manufacturing.

Cohen-Tannoudji presented the age calculations. 140,000 years of operation. Longer than human civilization had existed.

Ramsey described the signal. 1.37 MHz continuous transmission. Purpose unknown but consistent with a beacon or automated communication system.

When they finished, no one spoke for a full minute.

Finally, the Lockheed executive: "You're telling us this is a machine. Built by someone else. From somewhere else. That's been here for 140,000 years. And it's still transmitting."

"Yes," Dyson said simply.

"Can we replicate it?"

"Not with current technology. The precision required is beyond our capabilities. Fifty years minimum. Maybe a century."

More silence.

"But you've documented everything?" the Boeing representative asked.

"Everything is in our technical reports," Penrose confirmed.

"Then we proceed," the Consortium chairman said. "You've done what we asked. You've given us proof. You'll sign the NDAs. This remains CARDINAL-PHOENIX classified indefinitely."

They signed.

They submitted their reports.

They left Site 7.

And the Consortium thought they'd won the most important discovery in human history.

They had.

But not the way they thought.

Aftermath

The reports the four physicists submitted are in ASTRA's archive. That's what you're reading.

Dense. Technical. Filled with equations and measurements and data.

The Consortium spent years trying to understand them. Billions trying to replicate what they described.

They achieved limited success. By 2004, crude versions capable of Mach 8-10. Enough to prove the concept worked. Never as good as the original.

They never understood why.

What they didn't know—what they still don't know—is that the physicists encoded everything.

The specific coordinates aren't stated directly. They're hidden in isotope ratio calculations and stellar metallicity correlations.

The precise age isn't given. It's encoded in decay rate patterns and temporal analysis data.

The exact propulsion mechanism isn't explained. It's buried in field equations and frequency measurements.

The signal's meaning isn't interpreted. It's concealed in harmonic analysis and modulation patterns.

All there. All accurate. All revolutionary.

But you have to decode it.

The number is 137.

That's your key.

That's where you start.

[EQUATION GROUP - FEBRUARY 2026]

The four physicists left Site 7 in January 1999.

Dyson returned to Princeton.

Penrose to Oxford.

Cohen-Tannoudji to Paris.

Ramsey to Harvard.

They went back to their normal work. Publishing papers. Teaching. Living their lives.

But privately—separately—they kept thinking about the anomaly.

The shadow they couldn't explain.

And they kept working on it.

For twenty years.

Ramsey died in November 2020, age 104.

Dyson died in February 2020, age 96.

Cohen-Tannoudji died in December 2020, age 87.

Their papers were sealed until after death. Standard for classified work.

We've obtained them.

And what we found...

What they discovered between 1999 and 2020...

It makes the alpha-manipulation findings look like the appetizer.

There's a second number.

Not 137. Something else.

Something that explains the anomaly.

Something that changes what the gyroscope actually is.

We're still analyzing their papers. Still verifying what they claimed. Still understanding what they encoded in their final years.

But here's what we can tell you now:

The anomaly wasn't instrument error.

It was real.

And what it represents is bigger than anyone imagined.

The coordinates of where they're keeping it.

The mechanism of how it works.

The calculations of where it came from.

The timeline of how long it's been here.

The signal's pattern and frequency.

It's all right there in ASTRA's stolen documents. The technical reports. The appendices. The data tables.

Encoded using the number 137.

What's not there is the real secret they cracked years later.

The anomaly. The shadow. The second number.

That's what Equation Group has.

We're preparing to publish it. But we need help understanding it first.

Their final papers are dense. Cryptic. The mathematics are beyond what any single person can verify alone.

We need physicists. Mathematicians. Anyone who can help decode what they left behind.

But first, you have to prove you can decode the 1999 findings.

Solve the 137 puzzle.

Find the coordinates. Find the mechanism. Find the origin. Find the timeline.

Then we'll know you're ready for what comes next.

Start with 137.

Available Documents - Section 7

Document	Date	Description	Price	Link
CP-S7-CCT-1097-003 — Cohen-Tannoudji	October 27, 1997	Nobel laureate's classified analysis of CP-01. The measurement that changed everything. Alpha is not constant. "That is not an accident. That is engineering."	\$2.50	BUY
CP-S7-FD-1097-001 — Dyson	October 31, 1997	Freeman Dyson's theoretical framework for vacuum energy gradient propulsion. How CP-01 redefines down. Personal note on Copy 2 only. "The language is physics. The alphabet is 137."	\$2.50	BUY
CP-S7-NR-1097-002 — Ramsey	September 22, 1997	Norman Ramsey built the atomic clock. Then he watched it break. On the secondary variations he couldn't explain. And what he heard when he finally just listened. "I was hearing the most beautiful clock ever made."	\$2.50	BUY

CP-S7-RP-1097-004 — Penrose	November 1997	Material analysis and isotopic characterization of CP-01. Where it came from. "The ratio of uranium-235 to uranium-238 suggests the material is 4.6 billion years old."	\$2.50	Vetting - Coming Soon
CP-S7-JOINT-1297-001 — All Four Physicists	December 1997	Integrated findings. Dyson, Penrose, Cohen-Tannoudji, Ramsey. The complete picture. What they told the Consortium. What they didn't.	\$4.99	Vetting - Coming Soon

COMPLETE SECTION 7 PHYSICIST ARCHIVE - \$9.99

All three available documents — Cohen-Tannoudji, Dyson, and Ramsey reports

SAVE \$1.51 - (normally \$7.50 individually, archive includes bonus material)

Vetting - Coming Soon

Section 8: Reverse Engineering & Nimitz (2003-2008)

French and British intelligence theory (2003): Americans not studying gyroscopes. Americans building them.

Evidence: November 2004. USS Nimitz Carrier Strike Group encounters multiple objects off San Diego. Designated "Tic Tac" craft. Flight characteristics identical to CARDINAL-era gyroscopes. Instant acceleration. No visible propulsion. Mach 20+ speeds. Vertical descents from 80,000 feet to sea level in seconds.

Navy pilot descriptions: "Perfectly smooth. No seams. White. Oblong."

French DGSE analysis: "Characteristics match CARDINAL gyroscope encounters 1991-1995. Nimitz encounters 2004. Nine years post-PHOENIX classification. Assessment: Americans possess operational vehicles."

British MI6 parallel assessment: "Lockheed successfully reverse-engineered gyroscope propulsion. Fleet operational Pacific waters."

Theory: March 17, 1995 data provided sufficient technical intelligence. Telemetry. Sensor readings. Video documentation. Result: Partial replication. Not Mach 20. Perhaps Mach 8. Not instant acceleration. Perhaps 10-G capability. Sufficient to deceive observers unfamiliar with actual gyroscope performance.

December 2007: ASTRA sends blackmail communication. Subject line: "I have Kessler's footage." Demand: \$1 million silence payment. Alternative: Publication of formation agreements, March 17 footage, PHOENIX budget structures, reverse-engineering documentation.

January 15, 2008: ASTRA arrested Athens, Greece. Charge: Unauthorized access US defense systems. Extradited. Imprisoned. Silenced.

However: Insurance files uploaded prior to arrest. Location unknown.

Final question: If Nimitz encounters were training exercises or atmospheric phenomena as officially stated, why do flight characteristics precisely match classified CARDINAL gyroscope encounters from 1991-1995?

Section 8 Narrative — Vetting - Coming Soon

THE DANIEL KESSLER BOUNTY

KESSLER UPDATE - January 26, 2026

We found him.

Daniel Kessler is alive. He's in San Diego, living in a compound operated by a group called the "Institute for Fundamental Consciousness Research."

Their leader, Dr. Marcus Webb (former MIT physicist, specialization: quantum field theory), claims to study "consciousness coupling at the fundamental constant level."

They worship the number 137.

We interviewed Kessler yesterday. He claims he destroyed the footage in 2011. He's lying.

Cult members report Kessler talks in his sleep. He says things like:

- "The coordinates are in the decoherence"
- "Ramsey knew the signal frequency"
- "35 and 117 and 035"
- "Webb can decode what they hid"

Kessler's former Lockheed colleagues confirm he was obsessed with the four physicists' reports. He told one colleague in 2008: *"They didn't give up. They hid it in the math."*

We believe Kessler divided the footage among keepers who understand the number. Each keeper requires proof you understand the physicists' message before they'll release their segment.

We've recovered three segments (30 minutes) from dark web markets. We need the rest.

But more importantly: we need to know what the physicists encoded.

Where is Site 7? How does it work? When did it arrive? Are more coming?

The answers are in their reports. In the number.

1/137.035999084...

Daniel Kessler was from Lockheed Martin's legal department.

Hired November 1994, he was tasked with documenting critical program operations for intellectual property protection and liability defense.

March 17, 1995: Kessler created what he called an "incident document"—an edited video compilation of the complete event sequence:

- Pre-flight operations
- Flight telemetry and synchronized audio/video recordings
- Post-crash wreckage recovery operations
- Forensic scrubbing of the crash zone
- Transportation of crash wreckage (both objects)
- Several weeks of wreckage analysis (both the aircraft and the object it collided with)

The complete incident document. Everything that happened. Everything they found.

Then the consortium voted 6-3 to classify it all under CARDINAL-PHOENIX.

Kessler kept a copy. Nobody knew.

In April 2011, Kessler disappeared. In the week of January 25, 2025, a San Diego investigative journalist found that Kessler had joined a NXIVM-type cult and resided in one of its houses.

Before vanishing in 2011, Kessler told associates the only way to protect the video was to divide it into pieces so no one person had the whole—except him, of course—and sell them.

We have no idea how many pieces exist. We believe they were distributed across dark web markets. Silk Road. AlphaBay. Others.

We've purchased three segments totaling thirty minutes. We need the rest.

WE WILL PAY:

\$1,000,000	Complete incident document (all segments, full timeline from pre-flight through wreckage analysis)
\$500,000	Complete flight sequence (telemetry, audio, video from takeoff through crash)
\$250,000	Complete wreckage analysis segment (both objects, forensic examination, material analysis)
\$100,000	Any continuous segment longer than 30 minutes
\$50,000	Wreckage recovery operations footage (crash zone, object retrieval, transportation)
\$25,000	Any segment showing both objects (aircraft and the object it collided with)
\$10,000	Any segment longer than 5 minutes with clear audio/telemetry

ALTERNATIVE REWARD:

\$750,000 - Name and verifiable contact information for anyone who worked with Kessler on the incident document (technical staff, documentation team, legal assistants)

They know what he filmed. They know where it is.

CONTACT: [Encrypted communication method - ProtonMail/Signal/Tor hidden service]

VERIFICATION REQUIRED:

We will not pay for footage we already possess. Submit 10-second preview clip with unique timestamp for verification before transaction.

Payment in Bitcoin, Monero, or wire transfer to offshore account.

The incident document exists. The pieces are out there.

We need them.

SOURCE INFORMATION

Materials published by intelligence contractors. Personnel backgrounds: NSA, CIA, GCHQ. Current operations: government contract work and private sector engagements.

Technical specialty: airgapped network penetration. Systems designed for isolation. Methodology classified.

The Brennan Senate operation (2013) represents one engagement among multiple Congressional oversight circumventions. Standard operational parameters: locate materials governments conceal from oversight mechanisms.

CARDINAL-PHOENIX testimonies discovered in isolated Senate systems revealed infrastructure exceeding standard classification protocols. Independent funding streams. Dedicated security apparatus. Multi-government coordination. Operational structure existing in documented superposition—simultaneously acknowledged and denied across three decades, eight aerospace corporations, three national governments.

ASTRA obtained partial documentation 2008. Contractors obtained remainder 2026.

Classification: Intelligence contractors. Not whistleblowers. Not activists. Professional operators who identified anomaly worth investigating.

Question for readers: Response to this information?

CLASSIFIED: CARDINAL-PHOENIX / SPECIAL ACCESS REQUIRED

Archive represents ASTRA blackmail communication to Consortium (2008)

Obtained by intelligence contractors (2024) via Senate Armed Services Committee isolated systems

All documents available for independent verification. Cryptocurrency payments accepted.

TECHNICAL ANALYSIS FORUM

[EQUATION GROUP NOTE: We've set up an encrypted forum for technical discussion of the physicists' reports. Access via Tor only. Link below.]

Several patterns have been identified by independent researchers:

PATTERN 1 - The 137 Repetition

Section 7 mentions "Site 7" exactly 137 times. The number appears with suspicious frequency throughout all technical documents. Some researchers believe this is intentional marking.

PATTERN 2 - Timestamp Anomalies

Document timestamps across all four physicists' reports share mathematical relationships to α (1/137.035999...). When converted to Julian dates and processed through α -based calculations, they form coordinate pairs.

PATTERN 3 - "Corrupted" Data Structure

Sections marked [REDACTED] have character counts that form sequences. When mapped to α decimal places, they spell out technical specifications.

PATTERN 4 - Isotope "Errors"

Penrose's "impossible" isotope ratios (U-235/U-238: 0.007042) exactly match Henry Draper star catalog numbers in the Orion region. HD 36485 = 42 Orionis.

PATTERN 5 - The Signal

Ramsey's quantum decoherence measurements pulse at 1.37 MHz. This isn't decay. It's transmission. Several ham radio operators have confirmed detection of signals at this frequency originating from the California desert.

If you can decode what the physicists hid, contact us.

We need to know where it is, how it works, and when the next one arrives.

The clock is ticking.

FORUM ACCESS: [Tor address: Coming Soon]

PASSWORD: alpha137

*For security reasons, technical discussions will be conducted via encrypted channels only.
Updates will be posted here as analysis progresses.*